

Bicyclists

Section 8: Bicyclists

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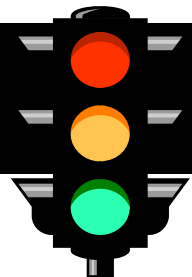
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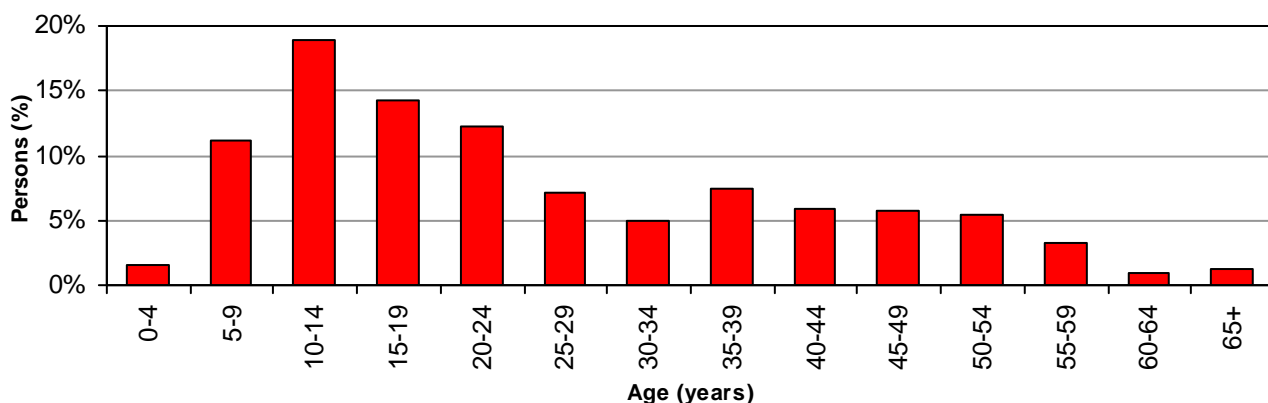
BICYCLISTS



Did you know in 2006:

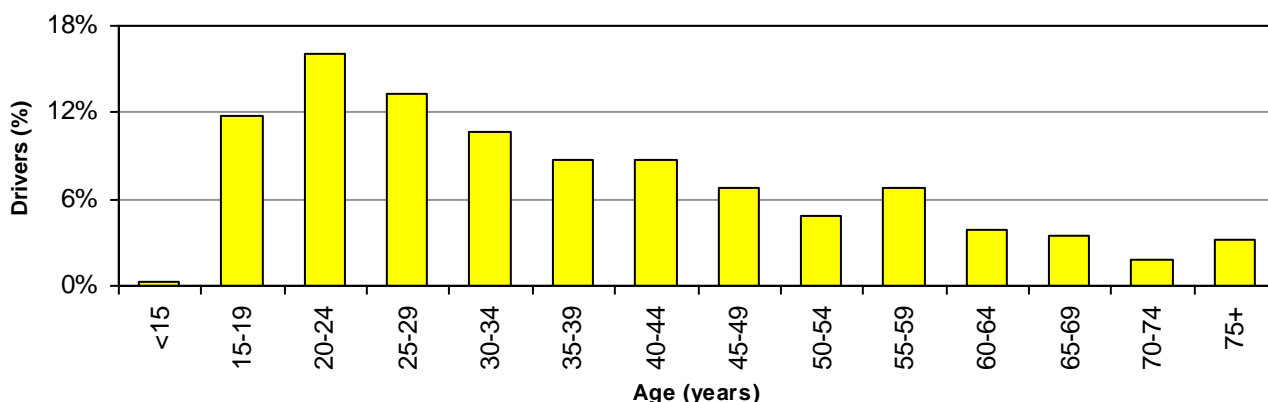
- 681 bicyclists were struck by motor vehicles; 592 were injured and 10 were killed.
- Utah's bicyclist crash rate per population decreased 8% from 2005.
- Over half (51%) of bicyclist crashes occurred when the motor vehicle was turning.

Age of Bicyclists in Bicyclist-Motor Vehicle Crashes (Utah 2006)



- Over half (57%) of the bicyclists in crashes were aged 5-24 years.

Age of Drivers in Bicyclist-Motor Vehicle Crashes (Utah 2006)



- Over half (52%) of drivers in total bicyclist-motor vehicle crashes were aged 15-34 years.

Leading Contributing Factors of Drivers in Bicyclist Crashes (Utah 2006)

1. Failed to Yield Right of Way (30%)
2. Driver Distraction (8%)
3. Hit and Run (6%)
4. Vision Obscured by Glare (6%)
5. Defective Condition of Vehicle (5%)



Leading Contributing Factors of Bicyclists in Crashes (Utah 2006)

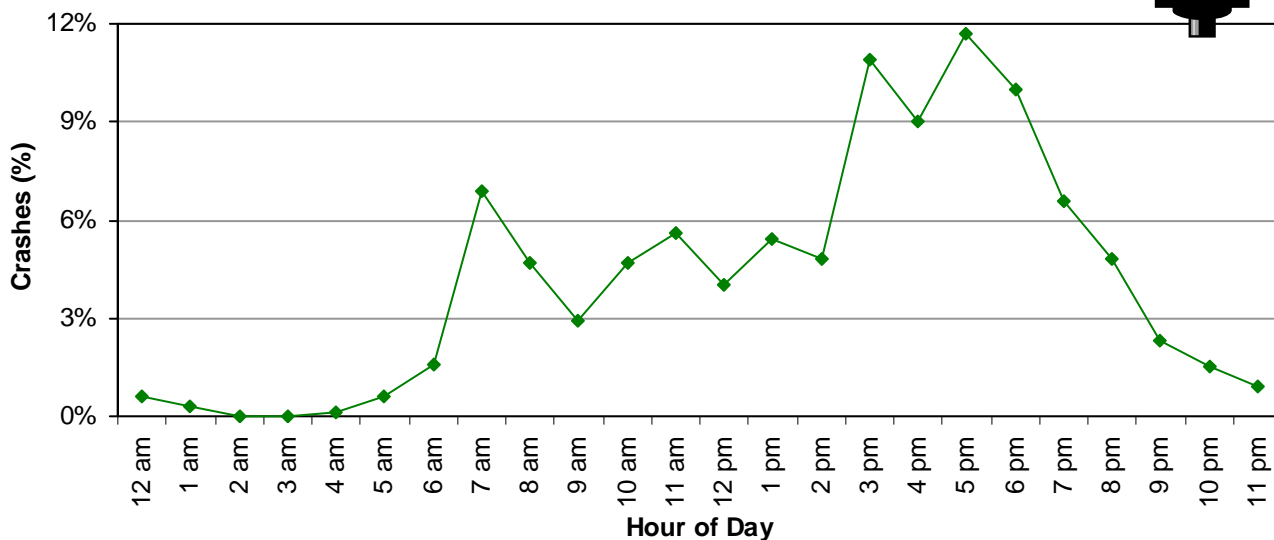
1. Wrong Side of Road (17%)
 2. Improper Crossing (11%)
 3. Failure to Obey Traffic Signs/Signals (9%)
- 35% of bicyclists had no contributing factor in the crash.



BICYCLISTS

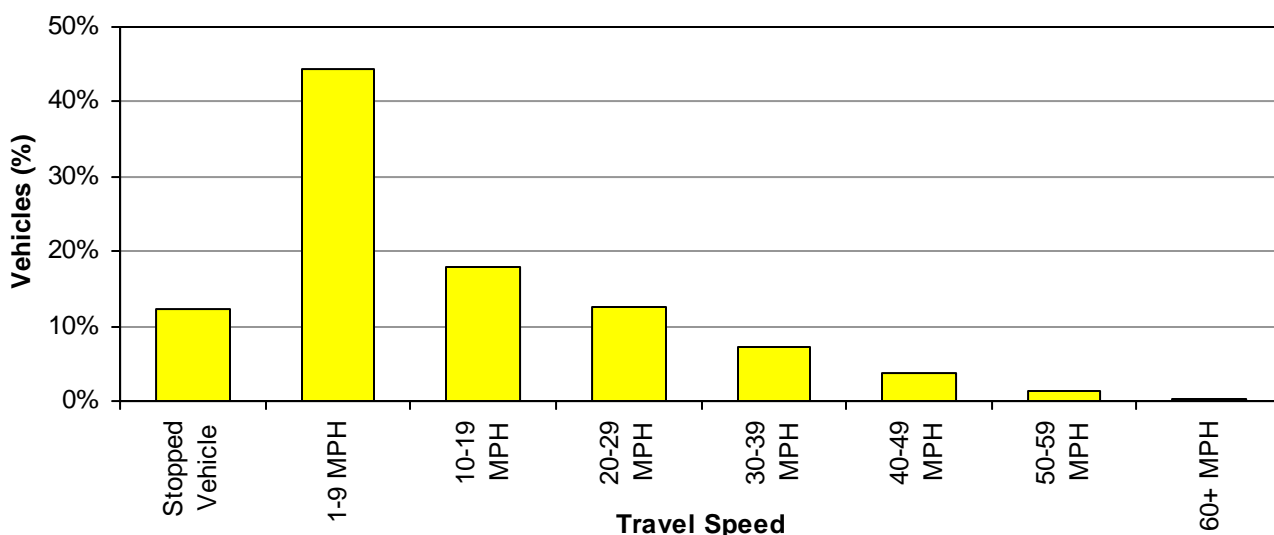


Bicyclist-Motor Vehicle Crashes by Hour of Day (Utah 2006)



- Bicyclist-motor vehicle crashes were highest between 3:00 p.m. and 6:00 p.m. There was also a peak at 7:00 a.m.

Bicyclist-Motor Vehicle Crashes by Travel Speed of Motor Vehicle (Utah 2006)



- Almost two-thirds (62%) of bicyclist crashes occurred when the motor vehicle was traveling 1-19 MPH.

Location of Bicyclists in Crashes (Utah 2006)

1. Intersection—Marked Crosswalk (27%)
2. In Roadway Not at Intersection/Crosswalk (23%)
3. Shoulder (11%)
4. Intersection—Unmarked Crosswalk (10%)
5. Sidewalk (9%)

Turning Motor Vehicles

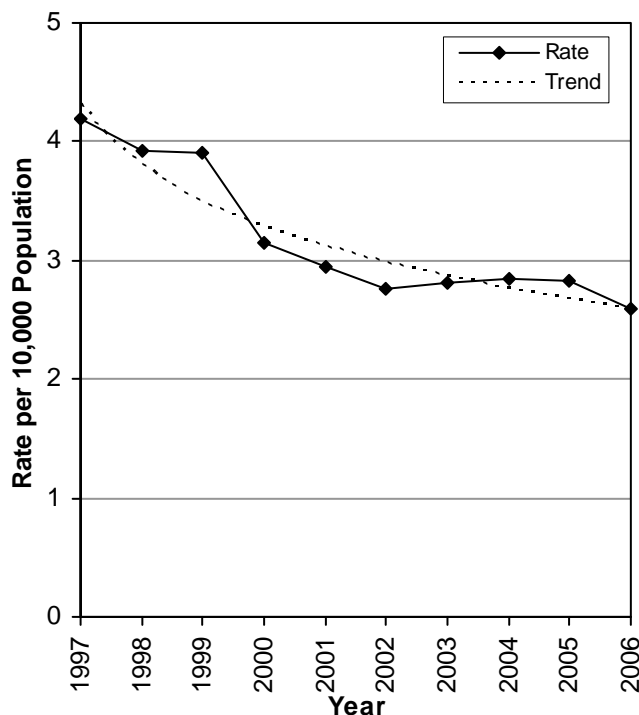
- Over one-third (34%) of motor vehicles who hit bicyclists were turning right. Drivers need to watch for bicycles before turning.



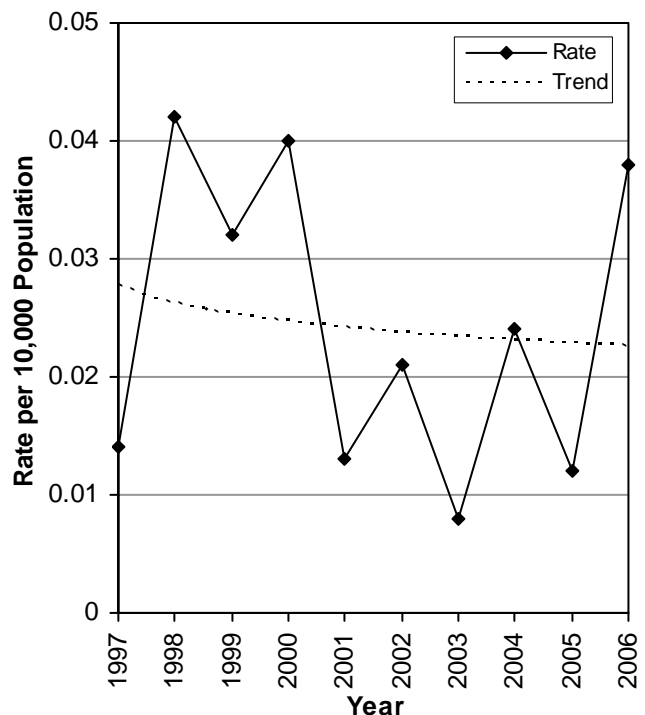
Trends

Bicyclists in Crashes (Utah 1997-2006)

	Bicyclists							
	Non-Injured		Injured		Killed		Total	
		Rate per		Rate per		Rate per		Rate per
		10,000		10,000		10,000		10,000
Year	#	Pop.	#	Pop.	#	Pop.	#	Pop.
1997	79	0.38	797	3.80	3	0.01	879	4.19
1998	72	0.34	758	3.54	9	0.04	839	3.92
1999	72	0.33	777	3.54	7	0.03	856	3.90
2000	62	0.28	635	2.83	9	0.04	706	3.14
2001	48	0.21	625	2.72	3	0.01	676	2.94
2002	50	0.21	590	2.52	5	0.02	645	2.76
2003	48	0.20	621	2.60	2	0.01	671	2.81
2004	49	0.20	648	2.62	6	0.02	703	2.85
2005	61	0.24	654	2.57	3	0.01	718	2.82
2006	79	0.30	592	2.26	10	0.04	681	2.60
Total	620	0.27	6,697	2.87	57	0.02	7,374	3.16

Bicyclist Crash Rates Per Population
(Utah 1997-2006)

- Over the last 10 years, the rates of total bicyclists in crashes has followed a decreasing trend.
- In 2006, the total rate per population of bicyclists in crashes decreased 7.8% from the 2005 rate.
- 2006 had the lowest bicyclist crash rate per population (2.60).

Bicyclist Death Rates Per Population
(Utah 1997-2006)

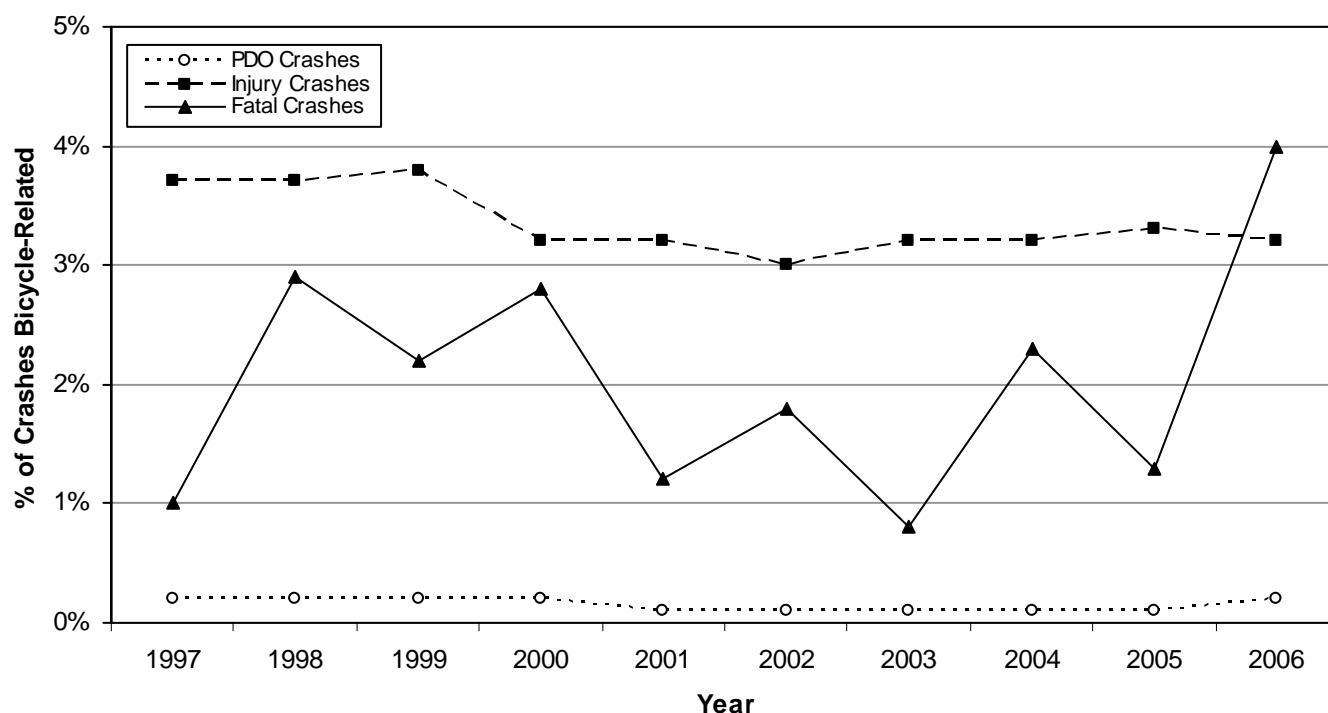
- The rate of bicyclists killed in crashes has varied over time with a slight decreasing trend.
- In 2006, there were 10 bicyclists killed in crashes. Because of the small number of bicyclist deaths, it is difficult to compare increases and decreases from year to year.

Trends

Bicyclist-Motor Vehicle Crashes (Utah 1997-2006)

Bicyclist-Motor Vehicle Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All #	Bike #	Bike %	All #	Bike #	Bike %	All #	Bike #	Bike %	All #	Bike #	Bike %
1997	33,512	74	0.2%	21,131	778	3.7%	309	3	1.0%	54,952	855	1.6%
1998	34,337	67	0.2%	19,427	728	3.7%	308	9	2.9%	54,072	804	1.5%
1999	32,971	66	0.2%	19,513	732	3.8%	318	7	2.2%	52,802	805	1.5%
2000	33,269	58	0.2%	19,564	625	3.2%	318	9	2.8%	53,151	692	1.3%
2001	33,113	42	0.1%	19,332	609	3.2%	258	3	1.2%	52,703	654	1.2%
2002	33,542	44	0.1%	19,552	585	3.0%	274	5	1.8%	53,368	634	1.2%
2003	31,842	39	0.1%	18,285	589	3.2%	262	2	0.8%	50,389	630	1.3%
2004	34,222	45	0.1%	19,423	626	3.2%	260	6	2.3%	53,905	677	1.3%
2005	35,158	50	0.1%	19,545	637	3.3%	235	3	1.3%	54,938	690	1.3%
2006	37,749	71	0.2%	18,189	589	3.2%	249	10	4.0%	56,187	670	1.2%
Total	339,715	556	0.2%	193,961	6,498	3.4%	2,791	57	2.0%	536,467	7,111	1.3%

Percent of Crashes Bicycle-Related (Utah 1997-2006)



- The 10-year trend shows that bicyclist-motor vehicle crashes represent 0.2% of property damage only crashes, 3.4% of injury crashes, and 2.0% of fatal crashes.
- During the last 10 years, 7,111 crashes have involved a bicyclist. There are approximately 650 injury crashes and six fatal crashes involving bicyclists a year.
- In 2006, there were 10 fatal bicyclist-motor vehicle crashes which represented 4.0% of all fatal crashes. Because of the small number of fatal bicyclist-motor vehicle crashes, it is difficult to compare increases and decreases from year to year.

Counties

Bicyclists in Crashes by County (Utah 2006)

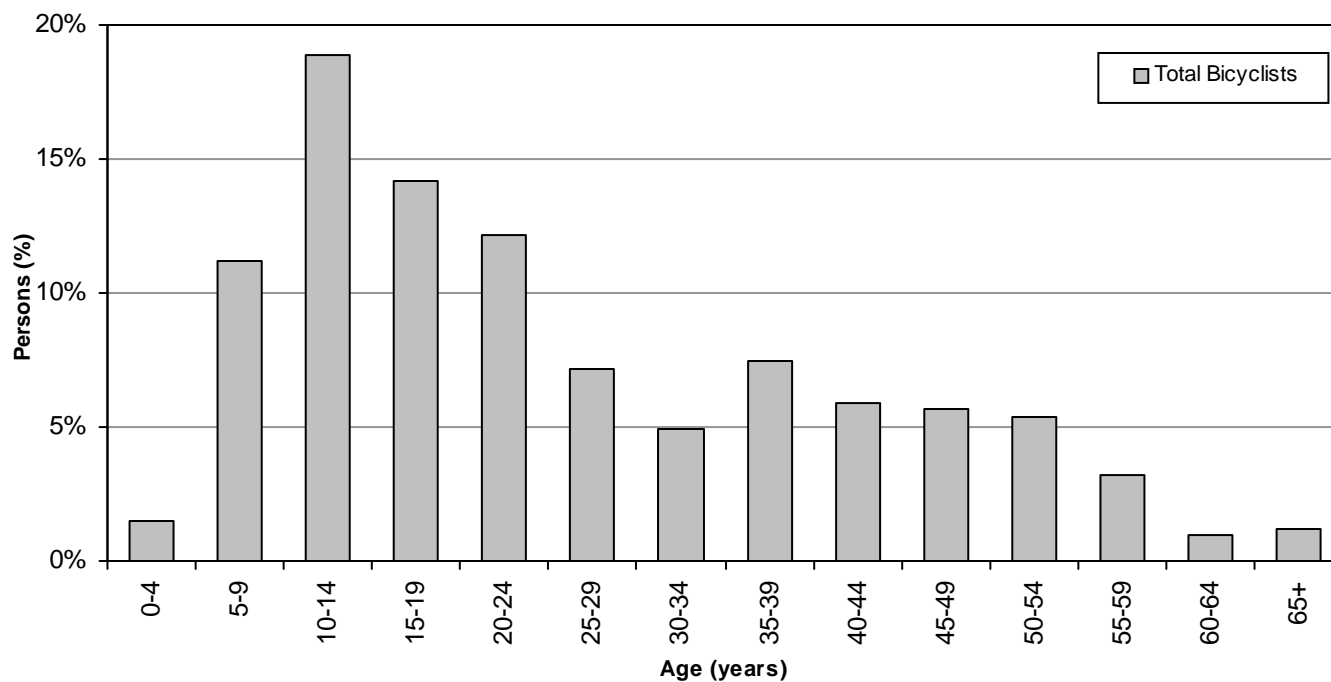
Bicyclists								
	Non-Injured		Injured		Killed		Total	
		Rate per		Rate per		Rate per		Rate per
		10,000		10,000		10,000		10,000
County	#	Pop.	#	Pop.	#	Pop.	#	Pop.
Grand	0	0.00	5	5.54	0	0.00	5	5.54
Salt Lake	45	0.45	313	3.14	2	0.02	360	3.61
Carbon	0	0.00	7	3.59	0	0.00	7	3.59
Davis	6	0.21	65	2.27	0	0.00	71	2.48
Cache	7	0.66	18	1.70	0	0.00	25	2.37
Iron	2	0.46	8	1.84	0	0.00	10	2.30
Washington	5	0.37	26	1.93	0	0.00	31	2.30
Utah	12	0.25	90	1.89	3	0.06	105	2.21
Juab	0	0.00	2	2.15	0	0.00	2	2.15
Sevier	0	0.00	2	1.00	2	1.00	4	2.00
Weber	2	0.09	39	1.81	1	0.05	42	1.95
Sanpete	0	0.00	4	1.55	0	0.00	4	1.55
San Juan	0	0.00	1	0.68	1	0.68	2	1.37
Uintah	0	0.00	3	1.08	0	0.00	3	1.08
Emery	0	0.00	0	0.00	1	0.96	1	0.96
Millard	0	0.00	1	0.76	0	0.00	1	0.76
Tooele	0	0.00	4	0.74	0	0.00	4	0.74
Wasatch	0	0.00	1	0.47	0	0.00	1	0.47
Box Elder	0	0.00	2	0.43	0	0.00	2	0.43
Summit	0	0.00	1	0.27	0	0.00	1	0.27
Beaver	0	0.00	0	0.00	0	0.00	0	0.00
Daggett	0	0.00	0	0.00	0	0.00	0	0.00
Duchesne	0	0.00	0	0.00	0	0.00	0	0.00
Garfield	0	0.00	0	0.00	0	0.00	0	0.00
Kane	0	0.00	0	0.00	0	0.00	0	0.00
Morgan	0	0.00	0	0.00	0	0.00	0	0.00
Piute	0	0.00	0	0.00	0	0.00	0	0.00
Rich	0	0.00	0	0.00	0	0.00	0	0.00
Wayne	0	0.00	0	0.00	0	0.00	0	0.00
Statewide	79	0.30	592	2.26	10	0.04	681	2.60

- Grand (5.54), Salt Lake (3.61), and Carbon (3.59) counties had the highest rates per population of total bicyclists in crashes per 10,000 population.
- Beaver, Daggett, Duchesne, Garfield, Kane, Morgan, Piute, Rich, and Wayne counties had no bicyclists in crashes.

Bicyclist Characteristics

Age of Bicyclists in Crashes (Utah 2006)

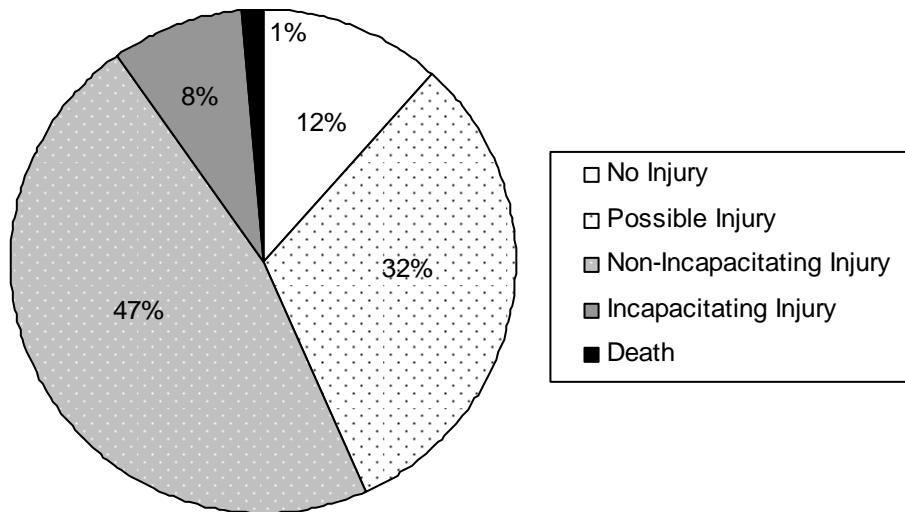
Bicyclists								
	Non-Injured		Injured		Killed		Total	
Age	#	%	#	%	#	%	#	%
0-4	1	1.3%	8	1.4%	0	0.0%	9	1.3%
5-9	4	5.1%	62	10.5%	1	10.0%	67	9.8%
10-14	14	17.7%	99	16.7%	0	0.0%	113	16.6%
15-19	10	12.7%	74	12.5%	1	10.0%	85	12.5%
20-24	9	11.4%	64	10.8%	0	0.0%	73	10.7%
25-29	3	3.8%	39	6.6%	1	10.0%	43	6.3%
30-34	3	3.8%	26	4.4%	0	0.0%	29	4.3%
35-39	3	3.8%	40	6.8%	2	20.0%	45	6.6%
40-44	5	6.3%	29	4.9%	1	10.0%	35	5.1%
45-49	7	8.9%	27	4.6%	0	0.0%	34	5.0%
50-54	2	2.5%	27	4.6%	3	30.0%	32	4.7%
55-59	5	6.3%	14	2.4%	0	0.0%	19	2.8%
60-64	0	0.0%	6	1.0%	0	0.0%	6	0.9%
65-69	0	0.0%	3	0.5%	0	0.0%	3	0.4%
70-74	0	0.0%	0	0.0%	0	0.0%	0	0.0%
75-79	0	0.0%	2	0.3%	0	0.0%	2	0.3%
80-84	0	0.0%	1	0.2%	0	0.0%	1	0.1%
85+	0	0.0%	0	0.0%	1	10.0%	1	0.1%
Missing	13	16.5%	71	12.0%	0	0.0%	84	12.3%
Total	79	100.0%	592	100.0%	10	100.0%	681	100.0%



- Overall, the largest percentages of bicyclists in crashes were aged 10-14 years (18.9% of known), 15-19 years (14.2% of known), and 20-24 years (12.2% of known).
- Where age was known, over half (56.6%) of the bicyclists in crashes were 5-24 years.

Bicyclist Characteristics

Injury Severity of Bicyclists in Crashes (Utah 2006)



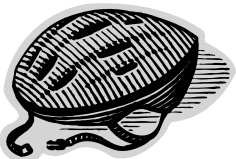
- 86.9% of bicyclists in crashes sustained a non-fatal injury compared to 18.7% of all persons in motor vehicle crashes.
- The percentage of bicyclists killed in crashes (1.5%) was higher than the percentage for all persons killed in motor vehicle crashes (0.2%).
- In fact, bicyclists hit in a crash were 7.7 times more likely to be killed than other persons in motor vehicle crashes.

Gender of Bicyclists in Crashes (Utah 2006)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Gender	#	%	#	%	#	%	#	%
Male	61	77.2%	479	80.9%	8	80.0%	548	80.5%
Female	14	17.7%	106	17.9%	2	20.0%	122	17.9%
Unknown	4	5.1%	7	1.2%	0	0.0%	11	1.6%
Total	79	100.0%	592	100.0%	10	100.0%	681	100.0%

- The majority of all bicyclists (80.5%) and bicyclists killed (80.0%) in crashes were male.

Bicyclists and Helmet Use (Utah 2006)

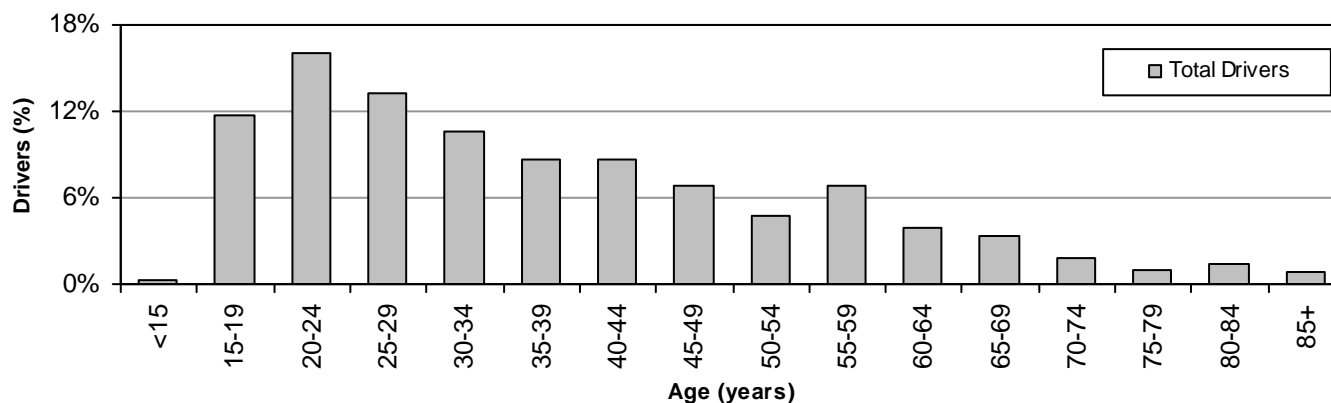


- Helmet use for bicyclists in crashes was not coded consistently at the scene of the crash and cannot be reported with accuracy. As a result, it is not included in this summary.

Driver Characteristics

Driver Age (Utah 2006)

Drivers (Bicyclist-Motor Vehicle Crashes)								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total Drivers	
	#	%	#	%	#	%	#	%
<15	0	0.0%	2	0.3%	0	0.0%	2	0.3%
15-19	9	12.3%	63	10.4%	1	10.0%	73	10.6%
20-24	12	16.4%	88	14.5%	0	0.0%	100	14.5%
25-29	7	9.6%	74	12.2%	2	20.0%	83	12.0%
30-34	3	4.1%	61	10.1%	2	20.0%	66	9.6%
35-39	3	4.1%	48	7.9%	3	30.0%	54	7.8%
40-44	6	8.2%	47	7.8%	1	10.0%	54	7.8%
45-49	4	5.5%	38	6.3%	0	0.0%	42	6.1%
50-54	6	8.2%	24	4.0%	0	0.0%	30	4.4%
55-59	5	6.8%	37	6.1%	0	0.0%	42	6.1%
60-64	2	2.7%	21	3.5%	1	10.0%	24	3.5%
65-69	5	6.8%	16	2.6%	0	0.0%	21	3.0%
70-74	0	0.0%	11	1.8%	0	0.0%	11	1.6%
75-79	0	0.0%	6	1.0%	0	0.0%	6	0.9%
80-84	0	0.0%	9	1.5%	0	0.0%	9	1.3%
85+	1	1.4%	4	0.7%	0	0.0%	5	0.7%
Missing	10	13.7%	57	9.4%	0	0.0%	67	9.7%
Total	73	100.0%	606	100.0%	10	100.0%	689	100.0%



- Over half (51.8% of known) of drivers in total bicyclist-motor vehicle crashes were aged 15-34 years.
- Of the 10 drivers in fatal bicyclist-motor vehicle crashes, seven were aged 25-39 years.

Driver Gender (Utah 2006)

Drivers (Bicyclist-Motor Vehicle Crashes)								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total Drivers	
	#	%	#	%	#	%	#	%
Male	43	58.9%	291	48.0%	8	80.0%	342	49.6%
Female	25	34.2%	272	44.9%	2	20.0%	299	43.4%
Unknown	5	6.8%	43	7.1%	0	0.0%	48	7.0%
Total	73	100.0%	606	100.0%	10	100.0%	689	100.0%

- The majority of drivers in total bicyclist-motor vehicle crashes (53.4% of known) and fatal bicyclist-motor vehicle crashes (80.0%) were male.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crashes by Month of Year (Utah 2006)

Bicyclists									
		Non-Injured		Injured		Killed		Total	
	Days in		Rate per		Rate per		Rate per		Rate per
Month	Month	#	Day	#	Day	#	Day	#	Day
January	31	5	0.2	24	0.8	1	0.03	30	1.0
February	28	6	0.2	25	0.9	0	0.00	31	1.1
March	31	5	0.2	32	1.0	1	0.03	38	1.2
April	30	3	0.1	46	1.5	0	0.00	49	1.6
May	31	7	0.2	87	2.8	1	0.03	95	3.1
June	30	7	0.2	68	2.3	2	0.07	77	2.6
July	31	8	0.3	58	1.9	2	0.06	68	2.2
August	31	16	0.5	84	2.7	0	0.00	100	3.2
September	30	8	0.3	69	2.3	2	0.07	79	2.6
October	31	7	0.2	53	1.7	0	0.00	60	1.9
November	30	3	0.1	29	1.0	0	0.00	32	1.1
December	31	4	0.1	17	0.5	1	0.03	22	0.7
Total	365	79	0.2	592	1.6	10	0.03	681	1.9

- August (3.2), May (3.1), and September (2.6) had the highest rates per day of total bicyclist-motor vehicle crashes.
- June (0.07) and September (0.07) had the highest rates per day of bicyclist deaths.
- December (0.7) and January (1.0) had the lowest rates per day of total bicyclist-motor vehicle crashes.

Bicyclist-Motor Vehicle Crashes by Day of Week (Utah 2006)

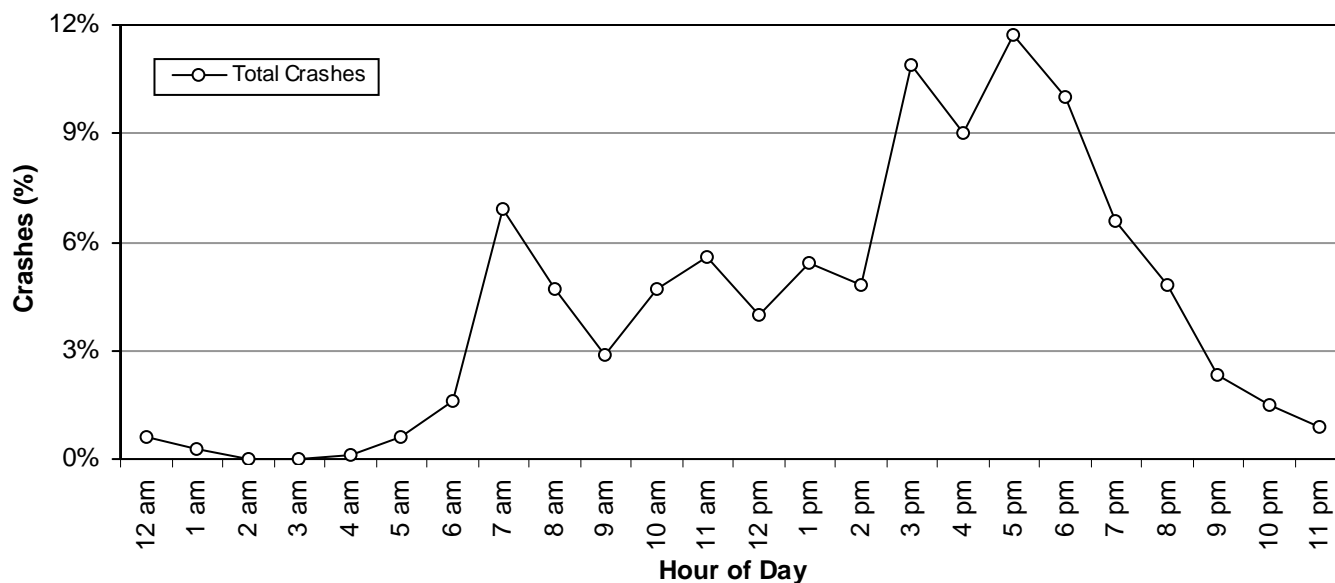
Bicyclists								
	Non-Injured		Injured		Killed		Total	
Day of Week	#	%	#	%	#	%	#	%
Sunday	1	1.3%	26	4.4%	1	10.0%	28	4.1%
Monday	13	16.5%	91	15.4%	1	10.0%	105	15.4%
Tuesday	11	13.9%	116	19.6%	4	40.0%	131	19.2%
Wednesday	14	17.7%	114	19.3%	0	0.0%	128	18.8%
Thursday	12	15.2%	88	14.9%	1	10.0%	101	14.8%
Friday	13	16.5%	88	14.9%	1	10.0%	102	15.0%
Saturday	15	19.0%	69	11.7%	2	20.0%	86	12.6%
Total	79	100.0%	592	100.0%	10	100.0%	681	100.0%

- The highest percentage of total bicyclist-motor vehicle crashes (19.2%) occurred on Tuesday.
- The highest percentage of fatal bicyclist-motor vehicle crashes (40.0%) occurred on Tuesday.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crashes by Hour of Day (Utah 2006)

Hour	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	0	0.0%	4	0.7%	0	0.0%	4	0.6%
1 a.m.	0	0.0%	2	0.3%	0	0.0%	2	0.3%
2 a.m.	0	0.0%	0	0.0%	0	0.0%	0	0.0%
3 a.m.	0	0.0%	0	0.0%	0	0.0%	0	0.0%
4 a.m.	0	0.0%	1	0.2%	0	0.0%	1	0.1%
5 a.m.	1	1.3%	2	0.3%	1	10.0%	4	0.6%
6 a.m.	1	1.3%	10	1.7%	0	0.0%	11	1.6%
7 a.m.	4	5.1%	40	6.8%	3	30.0%	47	6.9%
8 a.m.	0	0.0%	32	5.4%	0	0.0%	32	4.7%
9 a.m.	2	2.5%	17	2.9%	1	10.0%	20	2.9%
10 a.m.	4	5.1%	27	4.6%	1	10.0%	32	4.7%
11 a.m.	7	8.9%	31	5.2%	0	0.0%	38	5.6%
Noon	5	6.3%	22	3.7%	0	0.0%	27	4.0%
1 p.m.	8	10.1%	29	4.9%	0	0.0%	37	5.4%
2 p.m.	4	5.1%	29	4.9%	0	0.0%	33	4.8%
3 p.m.	8	10.1%	65	11.0%	1	10.0%	74	10.9%
4 p.m.	7	8.9%	54	9.1%	0	0.0%	61	9.0%
5 p.m.	10	12.7%	70	11.8%	0	0.0%	80	11.7%
6 p.m.	10	12.7%	58	9.8%	0	0.0%	68	10.0%
7 p.m.	5	6.3%	39	6.6%	1	10.0%	45	6.6%
8 p.m.	3	3.8%	30	5.1%	0	0.0%	33	4.8%
9 p.m.	0	0.0%	16	2.7%	0	0.0%	16	2.3%
10 p.m.	0	0.0%	9	1.5%	1	10.0%	10	1.5%
11 p.m.	0	0.0%	5	0.8%	1	10.0%	6	0.9%
Total	79	100.0%	592	100.0%	10	100.0%	681	100.0%



- Total bicyclist-motor vehicle crashes were highest between 3:00 p.m. and 6:00 p.m.
- Fatal bicyclist-motor vehicle crashes were highest at 7:00 a.m.

Bicyclist-Motor Vehicle Crash Characteristics

Urban/Rural Location of Bicyclist-Motor Vehicle Crashes (Utah 2006)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
		Rate per		Rate per		Rate per		Rate per
		10,000		10,000		10,000		10,000
Location	#	Pop.	#	Pop.	#	Pop.	#	Pop.
Urban	65	0.33	507	2.57	6	0.03	578	2.93
Rural	14	0.22	85	1.33	4	0.06	103	1.61
Total	79	0.30	592	2.26	10	0.04	681	2.60

- Urban areas accounted for 84.9% of total bicyclist-motor vehicle crashes and 60.0% of fatal bicyclist-motor vehicle crashes.
- Urban areas had a higher bicyclist-motor vehicle total crash rate per 10,000 population, while rural areas had a higher bicyclist-motor vehicle fatal crash rate per 10,000 population.

Location of Bicyclists in Bicyclist-Motor Vehicle Crashes (Utah 2006)

Bicyclists								
	Non-Injured		Injured		Killed		Total	
Bicyclist Location	#	%	#	%	#	%	#	%
Intersection - Marked Crosswalk	16	20.3%	121	20.4%	1	10.0%	138	20.3%
In Roadway (not at intersection or crosswalk)	12	15.2%	105	17.7%	1	10.0%	118	17.3%
Shoulder	9	11.4%	45	7.6%	2	20.0%	56	8.2%
Intersection - Unmarked Crosswalk	3	3.8%	39	6.6%	6	60.0%	48	7.0%
Sidewalk	7	8.9%	40	6.8%	0	0.0%	47	6.9%
Roadside	5	6.3%	40	6.8%	0	0.0%	45	6.6%
Bike Path	0	0.0%	9	1.5%	0	0.0%	9	1.3%
Shared Use Path/Trail	1	1.3%	8	1.4%	0	0.0%	9	1.3%
Mid-block Crosswalk	2	2.5%	5	0.8%	0	0.0%	7	1.0%
Outside Right of Way	1	1.3%	6	1.0%	0	0.0%	7	1.0%
Other	0	0.0%	21	3.5%	0	0.0%	21	3.1%
Unknown	23	29.1%	153	25.8%	0	0.0%	176	25.8%
Total	79	100.0%	592	100.0%	10	100.0%	681	100.0%

- For total crashes, the largest percentages of bicyclist location prior to the crash were intersection-marked crosswalk (27.3% of known), in roadway not at intersection or crosswalk (23.4% of known), and shoulder (11.1% of known).
- For fatal crashes, 70% occurred in a crosswalk (marked or unmarked) at an intersection.
- Bicycles are considered vehicles and have a legal right to the road.

Alcohol and Other Drug Involvement of Bicyclists and Motor Vehicle Drivers (Utah 2006)



- Of the 10 bicyclists killed in 2006, one was impaired by alcohol/drugs and two bicyclists were killed by an impaired driver.

Bicyclist-Motor Vehicle Crash Characteristics

Contributing Factors of Bicyclists in Crashes (Utah 2006)

Contributing Factors	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
None	22	27.8%	139	23.5%	6	60.0%	167	24.5%
Wrong Side of Road	8	10.1%	71	12.0%	0	0.0%	79	11.6%
Improper Crossing	3	3.8%	47	7.9%	0	0.0%	50	7.3%
Failure to Obey Traffic Signs/Signals	2	2.5%	39	6.6%	0	0.0%	41	6.0%
Failure to Yield Right of Way	5	6.3%	23	3.9%	1	10.0%	29	4.3%
Inattentive	4	5.1%	24	4.1%	0	0.0%	28	4.1%
Not Visible	1	1.3%	19	3.2%	2	20.0%	22	3.2%
Darting	1	1.3%	19	3.2%	1	10.0%	21	3.1%
In Roadway (standing, kneeling, lying)	0	0.0%	5	0.8%	0	0.0%	5	0.7%
Other	1	1.3%	32	5.4%	0	0.0%	33	4.8%
Unknown	32	40.5%	174	29.4%	0	0.0%	206	30.2%
Total	79	100.0%	592	100.0%	10	100.0%	681	100.0%

- Wrong side of road (16.6% of known), improper crossing (10.5% of known), and failure to obey traffic signs/signals (8.6% of known) were the leading contributing factors for bicyclists in total crashes.
- Not visible was the leading contributing factor for bicyclists in fatal bicyclist-motor vehicle crashes.
- No bicyclist contributing factors were listed for 60.0% of the bicyclists killed and 35.2% (of known) of the total bicyclists in bicyclist-motor vehicle crashes.

Type of Motor Vehicles in Bicyclist-Motor Vehicle Crashes (Utah 2006)

Motor Vehicle Type	Motor Vehicles (Bicyclist-Motor Vehicle Crashes)							
	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
	#	%	#	%	#	%	#	%
Passenger Car	44	60.3%	340	55.4%	2	20.0%	386	55.4%
SUV	13	17.8%	94	15.3%	3	30.0%	110	15.8%
Pickup Truck	10	13.7%	86	14.0%	4	40.0%	100	14.3%
Van	2	2.7%	42	6.8%	0	0.0%	44	6.3%
Semi/Large Truck	0	0.0%	9	1.5%	0	0.0%	9	1.3%
Bus	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Motorcycle	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Other	2	2.7%	11	1.8%	0	0.0%	13	1.9%
Unknown	2	2.7%	28	4.6%	1	10.0%	31	4.4%
Total	73	100.0%	614	100.0%	10	100.0%	697	100.0%

- The largest percentages of motor vehicles in total bicyclist-motor vehicle crashes were passenger car (54.4%), SUV (15.8%), and pickup truck (14.3%).
- Pickup truck (40.0%) and SUV (30.0%) were in the most fatal bicyclist-motor vehicle crashes.

Bicyclist-Motor Vehicle Crash Characteristics

Motor Vehicle Maneuver Prior to Crash (Utah 2006)

Motor Vehicles (Bicyclist-Motor Vehicle Crashes)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total Drivers	
	#	%	#	%	#	%	#	%
Straight Ahead	18	24.7%	215	35.0%	8	80.0%	241	34.6%
Turning Right	32	43.8%	201	32.7%	0	0.0%	233	33.4%
Turning Left	12	16.4%	95	15.5%	2	20.0%	109	15.6%
Stopped in Traffic Lane	0	0.0%	22	3.6%	0	0.0%	22	3.2%
Overtaking/Passing	4	5.5%	13	2.1%	0	0.0%	17	2.4%
Changing Lanes	3	4.1%	10	1.6%	0	0.0%	13	1.9%
Entering Traffic Lane	0	0.0%	11	1.8%	0	0.0%	11	1.6%
Backing	0	0.0%	9	1.5%	0	0.0%	9	1.3%
Slowing in Traffic Lane	2	2.7%	7	1.1%	0	0.0%	9	1.3%
Making U-turn	0	0.0%	7	1.1%	0	0.0%	7	1.0%
Parked	0	0.0%	7	1.1%	0	0.0%	7	1.0%
Leaving Traffic Lane	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Unknown	2	2.7%	16	2.6%	0	0.0%	18	2.6%
Total	73	100.0%	614	100.0%	10	100.0%	697	100.0%

- For total bicyclist-motor vehicle crashes, the leading motor vehicle maneuvers prior to the crash were straight ahead (34.6%), turning right (33.4%), and turning left (15.6%).
- For fatal bicyclist-motor vehicle crashes, the leading driver actions prior to the crash were straight ahead (80.0%) and turning left (20.0%).

Bicyclist-Motor Vehicle Crashes by Speed Limit (Utah 2006)

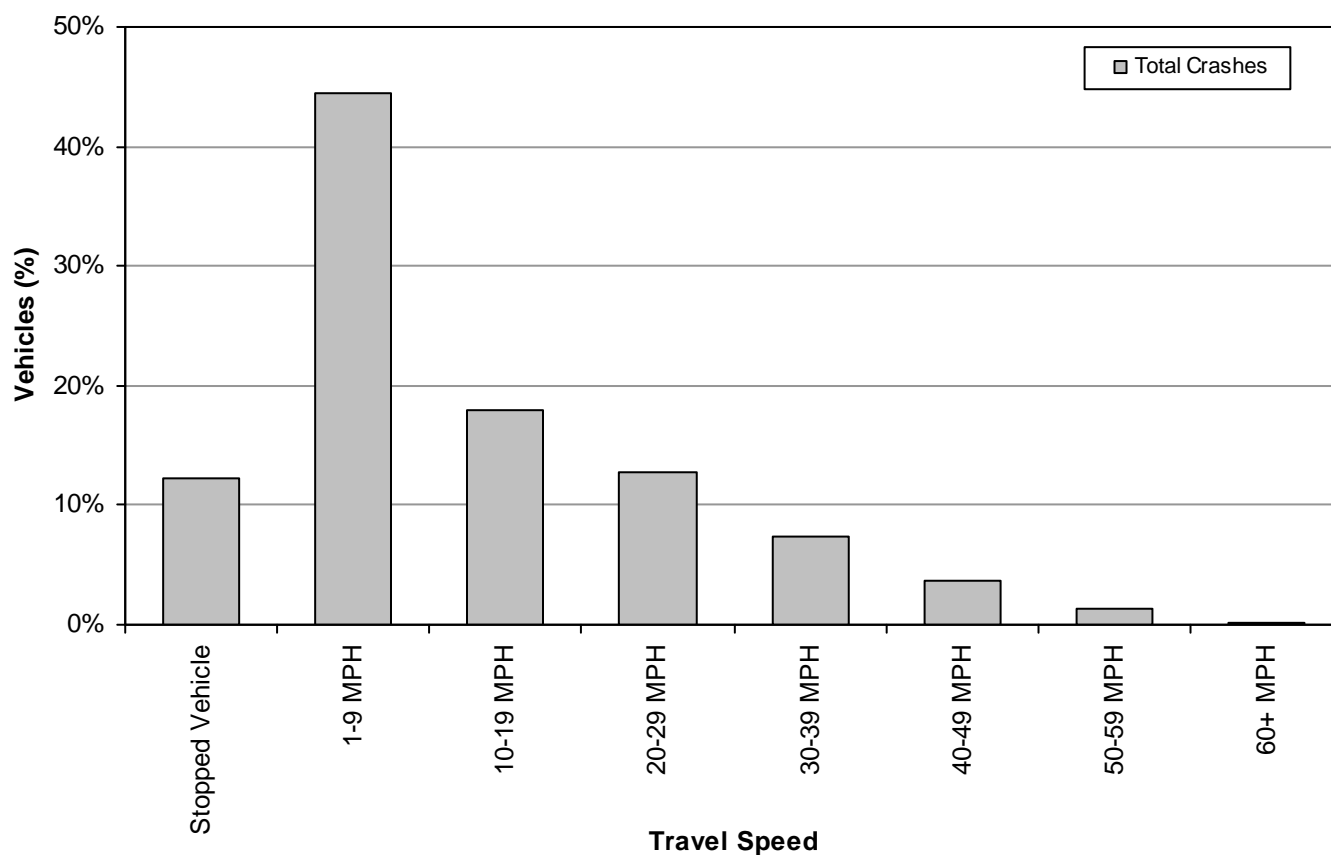
Motor Vehicles (Bicyclist-Motor Vehicle Crashes)								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
	#	%	#	%	#	%	#	%
5-15 MPH	2	2.7%	11	1.8%	0	0.0%	13	1.9%
20-25 MPH	18	24.7%	167	27.2%	2	20.0%	187	26.8%
30-35 MPH	20	27.4%	170	27.7%	2	20.0%	192	27.5%
40-45 MPH	10	13.7%	95	15.5%	3	30.0%	108	15.5%
50-55 MPH	0	0.0%	12	2.0%	1	10.0%	13	1.9%
60-65 MPH	0	0.0%	4	0.7%	1	10.0%	5	0.7%
70-75 MPH	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	23	31.5%	155	25.2%	1	10.0%	179	25.7%
Total	73	100.0%	614	100.0%	10	100.0%	697	100.0%

- Almost all (94.0% of known) of total bicyclist-motor vehicle crashes occurred where the speed limit was 20-45 MPH.
- Fatal bicyclist-motor vehicle crashes occurred most often where the speed limit was 20-45 MPH (77.8% of known).

Bicyclist-Motor Vehicle Crash Characteristics

Travel Speed of Motor Vehicles in Bicyclist-Motor Vehicle Crashes (Utah 2006)

Motor Vehicles (Bicyclist-Motor Vehicle Crash)								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
	#	%	#	%	#	%	#	%
Stopped Vehicle	9	12.3%	48	7.8%	0	0.0%	57	8.2%
1-9 MPH	28	38.4%	177	28.8%	1	10.0%	206	29.6%
10-19 MPH	7	9.6%	76	12.4%	0	0.0%	83	11.9%
20-29 MPH	3	4.1%	56	9.1%	0	0.0%	59	8.5%
30-39 MPH	1	1.4%	31	5.0%	2	20.0%	34	4.9%
40-49 MPH	1	1.4%	13	2.1%	3	30.0%	17	2.4%
50-59 MPH	0	0.0%	5	0.8%	1	10.0%	6	0.9%
60-69 MPH	0	0.0%	0	0.0%	1	10.0%	1	0.1%
70-79 MPH	0	0.0%	0	0.0%	0	0.0%	0	0.0%
80-89 MPH	0	0.0%	0	0.0%	0	0.0%	0	0.0%
90+ MPH	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Unknown	24	32.9%	208	33.9%	2	20.0%	234	33.6%
Total	73	100.0%	614	100.0%	10	100.0%	697	100.0%



- For total bicyclist-motor vehicle crashes, the leading travel speeds for motor vehicles were 1-9 MPH (44.5% of known) and 10-19 MPH (17.9% of known).
- Where travel speed of the motor vehicle was known in fatal bicyclist-motor vehicle crashes, 62.5% were traveling 30-49 MPH.

Bicyclist-Motor Vehicle Crash Characteristics

Bicyclist-Motor Vehicle Crash Violations (Utah 2006)

Drivers (Bicycle-Motor Vehicle Crashes)								
Violations	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failure to Yield Right of Way	0	0.0%	10	16.9%	0	0.0%	10	13.3%
Improper Lookout	2	15.4%	6	10.2%	0	0.0%	8	10.7%
Insurance Violation	1	7.7%	2	3.4%	0	0.0%	3	4.0%
License Violation	0	0.0%	2	3.4%	0	0.0%	2	2.7%
Negligent Collision	0	0.0%	2	3.4%	0	0.0%	2	2.7%
Vehicle Homicide	0	0.0%	0	0.0%	2	66.7%	2	2.7%
Wrong Side of Road	0	0.0%	2	3.4%	0	0.0%	2	2.7%
Driving Under the Influence	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Failure to Stop at Red Light	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Failure to Stop at Stop Sign	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Hit and Run	1	7.7%	0	0.0%	0	0.0%	1	1.3%
Improper Lane Change/Travel	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Improper Passing	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Improper Start or Stop	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Improper Turn	0	0.0%	1	1.7%	0	0.0%	1	1.3%
Registration Violation	1	7.7%	0	0.0%	0	0.0%	1	1.3%
Speed	0	0.0%	0	0.0%	1	33.3%	1	1.3%
Alcohol/Drug Violation, Other than DUI	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Equipment Violation	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Failure to Obey Traffic Control Device	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Following Too Close	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Improper Backing	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Reckless Driving	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Seatbelt/Child Restraint	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other Moving Violation	2	15.4%	10	16.9%	0	0.0%	12	16.0%
Other Non-Moving Violation	6	46.2%	18	30.5%	0	0.0%	24	32.0%
Total	13	100.0%	59	100.0%	3	100.0%	75	100.0%

- In 2006, there were 75 citations issued at the scene of the crash to motor vehicle drivers. Failure to yield right of way (13.3%) and improper lookout (10.7%) were the leading violations for total bicyclist-motor vehicle crashes.
- The leading violation in fatal bicyclist-motor vehicle crashes was vehicle homicide.

Bicyclist-Motor Vehicle Crash Characteristics

Contributing Factors in Bicyclist-Motor Vehicle Crashes (Utah 2006)

Drivers/Motor Vehicles (Bicyclist-Motor Vehicle Crashes)								
Contributing Factors	PDO Crash		Injury Crash		Fatal Crash		Total Crashes	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	17	28.8%	144	30.2%	3	33.3%	164	30.1%
Other Improper Driving	6	10.2%	51	10.7%	0	0.0%	57	10.5%
Driver Distraction	4	6.8%	39	8.2%	0	0.0%	43	7.9%
Hit and Run	6	10.2%	27	5.7%	2	22.2%	35	6.4%
Vision Obscured by Glare	2	3.4%	28	5.9%	0	0.0%	30	5.5%
Defective Condition of Vehicle	2	3.4%	25	5.2%	0	0.0%	27	5.0%
Improper Turn	7	11.9%	16	3.4%	0	0.0%	23	4.2%
Vision Obscured by Vegetation	3	5.1%	13	2.7%	0	0.0%	16	2.9%
Vision Obscured by Moving Vehicle	0	0.0%	15	3.1%	0	0.0%	15	2.8%
Vision Obscured by Other	0	0.0%	15	3.1%	0	0.0%	15	2.8%
Vision Obscured by Parked Vehicle	1	1.7%	12	2.5%	0	0.0%	13	2.4%
Disregard Traffic Signal/Sign	3	5.1%	8	1.7%	0	0.0%	11	2.0%
Driver Emotionally Upset	1	1.7%	10	2.1%	0	0.0%	11	2.0%
Speed Too Fast	0	0.0%	10	2.1%	1	11.1%	11	2.0%
Vision Obscured by Building, Sign	0	0.0%	11	2.3%	0	0.0%	11	2.0%
Vision Obscured by Weather Condition	0	0.0%	10	2.1%	0	0.0%	10	1.8%
Wrong Side/Wrong Way	1	1.7%	9	1.9%	0	0.0%	10	1.8%
Driving Under the Influence	0	0.0%	4	0.8%	1	11.1%	5	0.9%
Reckless/Aggressive Driving	0	0.0%	3	0.6%	2	22.2%	5	0.9%
Failed to Keep in Proper Lane	0	0.0%	4	0.8%	0	0.0%	4	0.7%
Followed Too Closely	2	3.4%	2	0.4%	0	0.0%	4	0.7%
Swerved or Evasive Action	2	3.4%	2	0.4%	0	0.0%	4	0.7%
Improper Backing	1	1.7%	2	0.4%	0	0.0%	3	0.6%
Improper Parking/Stopping	0	0.0%	3	0.6%	0	0.0%	3	0.6%
Other Driver Condition	0	0.0%	3	0.6%	0	0.0%	3	0.6%
Disregard Road Markings	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Improper Lane Change	1	1.7%	1	0.2%	0	0.0%	2	0.4%
Improper Passing	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Windshield or Other Window Obscured	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Asleep/Fatigue	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Driver Illness	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Improper Signal	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Overcorrected	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Ran Off Road	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	59	100.0%	477	100.0%	9	100.0%	545	100.0%

- Failed to yield right of way (30.1%), driver distraction (7.9%), and hit and run (6.4%) were the leading contributing factors in total bicyclist-motor vehicle crashes.
- Failed to yield right of way (33.3%), hit and run (22.2%), and reckless/aggressive driving (22.2%) were the leading contributing factors in fatal bicyclist-motor vehicle crashes.